

**U.S. Department of Transportation - National Highway Traffic Safety Administration**

Fiscal Year	2019
NHTSA Grant Application	SECRETARY OF INTERIOR - Highway Safety Plan - FY 2019
State Office	Indian Highway Safety Program
Application Status	Submitted

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## Highway Safety Plan

### 1 Summary information

#### APPLICATION INFORMATION

Highway Safety Plan Name:	SECRETARY OF INTERIOR - Highway Safety Plan - FY 2019
Application Version:	4.2

**INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.**

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#### STATUS INFORMATION

Submitted By:	Kimberly Belone
Submission On:	7/25/2018 5:56 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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## 2 Highway safety planning process

**Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.**

### **Data Sources:**

Traffic safety crash and injury data for NA/AN is often difficult to obtain and incomplete. To develop the Highway Safety Plan (HSP), the IHSP utilizes crash/fatality data and information contained in the NHTSA Fatal Analysis Reporting System (FARS), state data bases, tribal crash records, U.S. Census Data, list of federally recognized tribes, FHWA and BIA road data and the Indian Country seatbelt observational survey.

Because tribes are sovereign they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. The IHSP uses multiple sources which include:

- NHTSA Fatal Analysis Reporting System(FARS)
- Center for Disease Control (WISQARS) population based fatalities
- United States Census Bureau –demographic data
- Traffic analysis reports and publications –vehicle, driver, and roadway
- Annual seat belt observational survey
- Vehicle Miles Traveled (VMT) data is not available
- Individual tribal data (injury data is only available at the tribal Level from participating tribes)

### PERFORMANCE MEASURES PROCESS

#### **Data Sources:**

Data sources used to determine targets for the Core performance measures are the same as identified in the 2nd paragraph under Data Sources above. Data for some Core measures is not available from national sources but are addressed in individual tribal projects as appropriate. Individual tribes provide activity data that is essential in setting reasonable performance measure targets.

#### **Steps in Performance Measure Process:**

The overall goal of the IHSP is to reduce crashes and traffic safety related injuries and fatalities in Indian Country,

1. The IHSP performance measure process begins with a review of crash data sources from FARS and individual tribal projects for either three year or five year periods to address Core performance measures. In addition; each tribal project contains performance measures which must include information to support the Performance Measure targets for the individual project.
2. The trends are evaluated to determine if linear targets appear to be realistic and consistent. The process utilized supports the overall Core Performance Measure targets of the IHSP HSP as well as provide the standard for the tribal projects which are selected.
3. Representatives from the BIA Roads, BIA OJS, HHS Indian Health Service (IHS), and State of New Mexico may evaluate each tribal grant application. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.
4. The IHSP staff reviews trend data from each tribal proposal and the narrative problem identification information. The grant evaluation review includes IHSP staff discussions of known environmental factors which may impact progress, such as oil exploration and increased truck traffic which occurred in the North Dakota oil boom. Newly built casinos, high volume traffic highways/interstates transecting tribal lands, tribal enrolled population and population growth attributed to transient activities. Change in seasons or high volume traffic from casinos or other events, economic conditions, and identified local issue impact progress and are concerns provided by the tribe.

#### **Performance Measurement Development Process:**

The Core Performance Measures can be found under Performance Plans was developed from information provided on the FARS STSI site. National targets are set based on 3 to 5 year moving average.

FARS 2015 shows Arizona, Oklahoma, New Mexico, Montana and Michigan with the highest motor vehicle crash (MVC) fatality rates among Native Americans (NA) in the United States. Arizona reported 144 NA fatalities in 2015. The BIA IHSP will offer 2 PTS full-

time law enforcement grants to tribes in Arizona, Navajo Nation and San Carlos Apache Tribe in FY2019. San Carlos Apache Tribe will also receive a Child Passenger Safety Seat (CPS) grant in FY2019. Oklahoma reported 78 MVC fatalities in 2015. The BIA IHSP will offer 1 full-time PTS grant to Cheyenne and Arapaho Tribes, 4 CPS grants to the following tribes in the state of Oklahoma, Arapaho Tribes and Chickasaw Nation, Comanche Nation, and Wichita and Affiliated Tribes CPS grants in 2019. New Mexico reported 58 MVC fatalities to FARS in 2015. In 2019, 4 tribes from New Mexico will receive full time PTS grants, Jicarilla Apache Nation, Pueblo of Isleta, Pueblo of Jemez, and Pueblo of Laguna. Pueblo of Taos from New Mexico will also receive a CPS grant in 2019. Montana reported 42 Native American fatalities in FARS in 2015 and Chippewa Cree Tribe of the Rocky Boy's Reservation will be awarded a full-time PTS grant in FY19. The state of Michigan reported 36 MVC fatalities in 2015 and Sault Saint Marie Tribes of the Chippewa Indians will be awarded a CPS grant in 2019.

**Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).**

Participants in the process include representatives from the Bureau of Indian Affairs (BIA) Office of Justice Services (OJS), BIA Roads, Health and Human Services (HHS) Indian Health Service (IHS), and State of New Mexico, Federal Highways (FHWA) may evaluate each tribal grant application. Applications are evaluated for appropriate performance measures with realistic targets that support the overall core performance measures and the identified traffic safety issues.

**Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.**

IHSP staff review monthly sub-grantee reports to obtain the most current traffic safety information available to evaluate areas needing improvement.

The Indian Highway Safety program problem identification process consists of reviewing and analyzing a broad range of data either submitted by tribes in grant applications or available from the data sources shown above. The IHSP staff begins the process of problem identification by obtaining the most current data from FARs and evaluating tribal reports submitted on a monthly basis. The tribal grantee reports contain information related to driving under the influence (DUI)

speeding crashes fatalities and other traffic safety related data not available from FARS. FARS data is reviewed to determine trend lines that identify problem areas. Poor tribal crash reporting and NA FARS data more than three years old makes it difficult to obtain data relevant to the current HSP planning process. When available FARS Annual file data will be used in the analysis process however official target setting is based on the most current FARS data available on the State Traffic Safety Information (STSI).

Federally recognized tribes are sovereign and they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. BIA IHSP relies on grant funded tribes to provide reporting on a monthly and annual basis to assist with justification for grant funding and compares it with the numbers in FARS. According to FARS 2015 data Indian Country has 601 MVC fatalities nationwide and 369 of those fatalities have occurred within federally recognized tribal boundaries.

Indian Country faces many traffic problems which include motor vehicle crash and pedestrian fatalities, excessive speeding, impaired driving, and seatbelt violations. In FY17, 26 grant funded tribes reported 30 MVC fatalities on their reservations, 15 of the fatalities involved alcohol, 147 were due to excessive speed, and 26 involved people not wearing seat belts. During the same grant year 26 grant funded tribes reported 2,988 MVC, in which 672 were injury crashes. 344 of the total crashes reported involved alcohol and 499 were speed related. In FY17, 26 grant funded tribes made 4,664 DUI DWI OWI arrests, issued 3,110 seatbelt violations, 724 child safety seat violations, and issued 29,327 speed along with 19,521 traffic violations. There were also 5 pedestrian fatalities within the FY17 grant year.

**Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).**

#### **EVIDENCE BASED STRATEGY AND PROJECT SELECTION PROCESS:**

##### **Participants:**

The IHSP utilizes a grant application review team which may consist of representatives from NHTSA, Indian Health Service, Bureau of Indian Affairs Office of Justice Services and BIA Roads, and a State Highway Safety Office representative to evaluate and score the proposals.

Solicitation of Proposals and Project Selection Process. A solicitation letter and an electronic fill-in-the-blank application form, with instructions, are mailed to all federally recognized tribal leaders each year. Announcements regarding the solicitation for IHSP proposals are posted on the tribal Technical Assistance Programs (TTAPs) websites Indian Health Service websites and published in the Federal Register. Starting in 2017 applications and request for proposals were also made available to the tribes on grants.gov and the Bureau of Indian Affairs Office of Justice Services Facebook page.

The IHSP began utilizing an electronic fill-in-the-blank application form in FY2011. The application was developed to help streamline the application process and assist in the collection of data and evaluation of proposed projects. The electronic fill-in-the-blank application is updated annually and requires specific data related to the project which requires the tribes to focus on traffic safety issues identified by their data.

Prospective tribal applicants are required to submit their application for funding to the Indian Highway Safety Program office no later than May 1 of each year. The tribes are required to include traffic crash data to support the problem(s) they plan to address as well as provide supportive data that includes previous years arrest records citation records, and conviction rates.

All applications are scored by a review team. PTS applications were eligible for scores up to 100 based on the following:

- General Information - 10 points
- Data (Problem Identification) - 45 points
- Targets, Performance Measures & Strategies - 35 points
- Budget - 10 points

After all scores are totaled and averaged projects were selected for funding based on their ranking. The IHSP Director reserves the right to fund modify or not fund grant applications regardless of scores. The projects selected must provide sufficient traffic records data to identify a traffic safety problem and activities to address the problem.

23 C.F.R. Section 402 establishes only 402 funds are available for the BIA IHSP. Each year the IHSP evaluates the obligations and status of carryforward funds to determine the available funding for obligation to the tribes. No matching funds are required for the IHSP or the tribes. During the coordination process with other federal agencies involved in traffic safety other federal fund sources that contribute to accomplishment of the IHSP HSP projects performance targets are identified.

NHTSA Region 6 coordinates with the various NHTSA regional offices to identify if other State highway safety funds will contribute to performance measure targets of IHSP participating tribes. This coordination takes place after the HSP approval processes concludes, however when identified a revision to the HSP will identify additional fund sources within the project description.

While there is no formal Strategic Highway Safety Plan (SHSP) as required for States, the IHSP Director coordinates with various Federal and Tribal partners as part of the planning and implementation of the IHSP Highway Safety Plan (HSP). In addition the IHSP Director participates in meetings with the BIA Central Office Transportation Staff located in Albuquerque.

In 2016 a copy of the Data book for Indian Nations, which is a NHTSA contracted study and the HSP have been provided to the BIA Central Office Transportation Office for review and to provide recommendations based on the information. BIA Central Office Transportation Staff concur with the targets and strategies in the HSP. The final version of the HSP will also be provided in an effort to solicit in order to better serve Indian Country highway safety.

#### **Enter list of information and data sources consulted.**

##### **Data sources:**

Because tribes are sovereign they are not required to report motor vehicle crash information to other entities. Since many either do not report or the information provided is not complete, obtaining accurate crash and injury data to identify traffic safety trends is difficult. The IHSP uses multiple sources which include:

- NHTSA Fatal Analysis Reporting System(FARS)
- Center for Disease Control (WISQARS) population based fatalities

- United States Census Bureau –demographic data
- Traffic analysis reports and publications –vehicle driver and roadway
- Annual seat belt observational survey
- Vehicle Miles Traveled (VMT) data is not available
- Individual tribal data (injury data is only available at the tribal level from participating tribes)

**Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**

Indian Country does not have a State Strategic Highway Safety Plan.

### 3 Performance report

**Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	Not Met
C-3) Fatalities/VMT (FARS, FHWA)	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress



C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
A-1 Total number of seat belt citations issued (reported by grant funded tribes)	In Progress
A-2 Number of impaired driving arrests (reported by tribes)	In Progress
A3 -Number of speed citations issued (reported by tribes)	In Progress

### **C-1) Number of traffic fatalities (FARS)**

Progress: In Progress

### **Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were three-hundred sixty-nine (369) motor vehicle crash fatalities reported.

Twenty six (26) grant funded tribes reported thirty (30) motor vehicle crash fatalities on their reservations in FY17. Twenty-seven (27) PTS grant funded tribes are projected to reduce motor vehicle crash fatalities on reservations by with a target of 318 by the end of the FY18 grant year. The FY18 target is a 14% reduction rate from FY15 FARS.

The BIA IHSP will award fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants in FY18.

### **C-2) Number of serious injuries in traffic crashes (State crash data files)**

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Data is not available for the BIA.

### **C-3) Fatalities/VMT (FARS, FHWA)**

Progress: Not Met

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Indian Country does not have a VMT rate available.

### **C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were one-hundred sixty-six (166) unrestrained passenger vehicle fatalities reported.

Twenty-six (26) grant funded tribes reported a total of twenty-six (26) people killed who were not wearing seat belts on their reservations in FY17. Twenty-six tribes reported 3110 seat belt citations issued in FY17. In FY18 twenty-seven grant funded PTS tribes are projected to issue 2498 safety belt citations by the end of the grant year. The FY18 target is a 20% decrease from the FY17 target. In FY17 the BIA IHSP awarded thirty (30) Child Protection Seat grants (CPS) and thirty-two (32) CPS grants will be awarded in FY18. The projected decrease in seat belt citations in FY18 could be attributed to tribes provided high visibility enforcement on the roadways and car seat distribution under the CPS grants.

The BIA IHSP will award fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants in FY18.

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were one-hundred sixty-eight (168) drivers with a BAC of 0.08 and above who were killed in motor vehicle crashes.

Twenty-six (26) grant funded tribes reported a total of six (6) fatalities with drivers with 0.08 BAC and above and made 4664 DUI/OWI arrests during the FY17 grant year.

Twenty-seven (27) grant funded tribes are projected to reduce crash fatalities in drivers with a BAC of 0.08+ with a target of one-hundred eleven (111) for FY18 along with making 4954 impaired driving arrests during the grant year. There is a 34% reduction rate from the FY15 FARS number of one-hundred sixty-eight (168) to one-hundred eleven (111) in FY18. There is a 6% increase in the target for FY18 DUI/OWI arrests compared to the 4664 arrests made in FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**C-6) Number of speeding-related fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were one-hundred twenty-five (125) speed related fatalities.

Twenty-six (26) grant funded tribes reported a total of fourteen (14) speed-related motor vehicle fatalities and issued 29327 speed citations on their reservations during the FY17 project year. In FY18 twenty-seven (27) PTS grant funded tribes are projected to reduce speed related motor vehicle fatalities to one-hundred five (105) and issue 41614 speed citations during the grant year. There is a 16% reduction in the FARS FY18 speed related fatalities target from FY18 compared to the FY15 number one-hundred twenty-five (125). There is also a 30% increase in speed citations target for FY18 compared to the 29327 reported in FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

#### **C-7) Number of motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were twenty-two (22) motorcycle related fatalities.

Twenty-six (26) grant funded tribes reported a total of zero (0) motorcycle related fatalities on their reservations during the project year. In FY18 the projects target for twenty-seven (27) PTS grants funded tribes is to decrease motorcycle fatalities to twenty-two (22) by the end of the grant year. There is a drastic increase in motorcycle fatalities reported in FY17 of 0 to the projected number of twenty-two (22) FARS target in FY18.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

#### **C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were six (6) motorcycle fatalities unhelmeted.

In FY17 twenty-six (26) grant funded tribes reported a total of one (1) unhelmeted motorcycle related fatality on their reservations during the project year. Twenty- seven (27) PTS grant funded tribes are projected to reduce unhelmeted motorcycle fatalities to eleven (11) by the end of the FY18 grant year. There is a projected 84% increase between the number of unhelmeted motorcycle fatalities reported by grant funded tribes in FY17 of one (1) compared to the FY18 number of eleven (11).

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were fifteen (15) fatalities in drivers 20 or younger.

In FY17 twenty-six (26) grant funded tribes reported a total of two (2) fatalities of drivers 20 or younger fatalities on their reservations during the project year. Twenty-seven (27) grant funded PTS tribes are projected reduce fatalities in drivers 20 or younger with a target of thirteen (13) by the end of the FY18 grant year. The projected fatality rate in drivers 20 or younger increases by 85% for grant funded PTS tribes when compared to the two (2) reported in FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**C-10) Number of pedestrian fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were fifty-eight (58) fatalities in pedestrians involved in fatal crashes on the reservations.

In FY17 twenty-six (26) grant funded tribes reported a total of five (5) pedestrian fatalities on their reservations during the project year. Twenty-seven (27) grant funded PTS tribes are projected to reduce pedestrian fatalities by forty-five (45) by the end of the FY18 grant year. The fatality rates is projected to increase by 43% in FY18 when compared to the five (5) reported in FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**C-11) Number of bicyclists fatalities (FARS)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American fatalities is only available up to FY15. In FY15 according to FARS there were five (5) bicyclist involved in fatal crashes on the reservations during the grant year.

In FY17 twenty (26) grant funded tribes reported a total of 1 bicyclist fatalities on their reservations during the project year.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

Indian Country rates shown below..

FY 2015 74.3%

FY 2016 77.7%

FY 2017 76.8%

There was a small decrease from 20176 to 2017.

**A-1 Total number of seat belt citations issued (reported by grant funded tribes)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American seat belt citations is not available. These numbers are reported by grant funded tribes.

In FY17 BIA IHSP twenty-six (26) grant funded tribes issued 3110 seat belt citations. In FY18 seat belt citations issued are projected at 2498 which is a 20% decrease from FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**A-2 Number of impaired driving arrests (reported by tribes)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American impaired driving arrests is not available. These numbers are reported by grant funded tribes.

In FY17 BIA IHSP twenty-six (26) grant funded tribes made 4664 DUI/OWI arrests. In FY18 DUI/OWI arrests are projected at 4954 which is a 6% increase from FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**A3 -Number of speed citations issued (reported by tribes)**

Progress: In Progress

**Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.**

FARS data for Native American speed citations is not available. These numbers are reported by grant funded tribes.

In FY17 BIA IHSP twenty-six (26) grant funded tribes issued 29327 speed citations. In FY18 speed citations issued are projected at 41614 which is a 30% increase from FY17.

In FY18 the IHSP awarded fifty-nine (59) grants which include twenty-seven (27) Police Traffic Services grants and thirty-two (32) Child Protection Seat grants.

**4 Performance plan**



Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period (Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value (Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	318.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	0.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	0.000
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	144.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	142.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	94.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	21.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	12.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	6.0
	5 Year	2015	2019	50.0

C-10) Number of pedestrian fatalities (FARS)				
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	3.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	79.0
A-1 Number of seat belt citations issued (reported by tribes)	Other	2015	2019	3,265.0
A-2 Number of impaired driving arrests (reported by tribes)	Other	2015	2019	4,897.0
A-3 Number of speed citations issued (reported by tribes)	Other	2015	2019	33,915.0

**C-1) Number of traffic fatalities (FARS)****Is this a traffic records system performance measure?**

No

C-1) Number of traffic fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 318.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To reduce all fatalities on Indian Reservations by 13% from the 2015 FARS number of 369 to 318 by the end of FY 2019.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will

award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP has also awarded 21 Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. Target percentages and numbers were determined by using five year linear trend analysis from 2011-2015 FARS data which reflect a target of 318. The target reduction of 13% from 369 to 318 was selected because of the geographic locations of tribes being funded in FY19 (24 tribes in 17 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 17 states. The number of PTS grants awarded in FY18 remains the same as FY19, with the exception of CPS. The IHSP awarded 32 CPS grants in FY18 and will award 21 in FY19. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers from the tribes funded in previous years was also taken into consideration.

#### **C-2) Number of serious injuries in traffic crashes (State crash data files)**

**Is this a traffic records system performance measure?**

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019

Target Metric Type: Numeric

Target Value: 0.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

N/A

#### **C-3) Fatalities/VMT (FARS, FHWA)**

**Is this a traffic records system performance measure?**

No

C-3) Fatalities/VMT (FARS, FHWA)-2019

Target Metric Type: Numeric

Target Value: 0.000

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

N/A

**C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Is this a traffic records system performance measure?**

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019

Target Metric Type: Numeric

Target Value: 144.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To reduce the total number of un-restrained passenger vehicle occupant fatalities, all seat positions by 13% from the 2015 FARs number of 166 to 144 by the end of FY2019.

Justification of Target: Target percentage and number was determined by using a five year linear trend analysis of 2011- 2015 FARS data. Five year linear trend analysis suggest un-restrained passenger vehicle occupant fatalities, all seat positions will be reduced by 13% in FY19.

**C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)****Is this a traffic records system performance measure?**

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

Target Value: 142.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above, by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

Justification of Target: Target was determined by FARS data using a 5 year linear trend analysis from 2011-2015 which reflects a 5% decrease in fatalities.

**C-6) Number of speeding-related fatalities (FARS)****Is this a traffic records system performance measure?**

No

C-6) Number of speeding-related fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 94.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To reduce the number of speed related fatalities, on Indian Reservations, by 25% from the 2015 FARS number of 125 to 94 by the end of FY2019.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2011-2015 which reflects 25% decrease in all speed related fatalities on reservations.

### **C-7) Number of motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-7) Number of motorcyclist fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 21.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2015 FARS number of 22 to 21 by the end of FY2019.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2011-2015 which reflects a 29% decrease in motorcycle fatalities for FY19. In 2012 and 2013 motorcyclist fatalities maintained at 18 and drastically increased to 25 in 2014 then dropped to 22 in 2015.

### **C-8) Number of unhelmeted motorcyclist fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

**C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019**

Target Metric Type: Numeric

Target Value: 12.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To reduce the number of un-helmeted motorcyclist fatalities on reservations by 50% from 2015 FARS number of 6 to 12 by the end of 2019.

Justification of Target: Targets and percentages were determined by FARS using 5 year linear trend analysis from 2011-2015 projects un-helmeted fatalities on reservations has been increasing from FY11 number of 5 to 13 in FY14 and dropped significantly 13 in 2015. Linear trend suggests un-helmeted motorcyclist fatalities on reservations will drop by 50% to 6 in 2019.

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)**

**Is this a traffic records system performance measure?**

No

**C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019**

Target Metric Type: Numeric

Target Value: 6.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 40% from 2015 FARS number of 15 to 6 in 2019.

Justification of Target: Targets and percentages were determined by FARS using five year linear trend analysis from 2011-2015 which reflects a decrease of 40% in fatalities involving drivers 20 or younger in FY19.

#### **C-10) Number of pedestrian fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-10) Number of pedestrian fatalities (FARS)-2019

Target Metric Type: Numeric

Target Value: 50.0

Target Period: 5 Year

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2015 FARS number of 58 to 50 in 2019.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2011-2015 projects 60 fatalities in FY19. 60 fatalities is an increase from the 58 reported in 2015. The actual targets was reduced by 15% from the FY15 number of 58 to 50 to make the target reasonable but yet still achievable.

#### **C-11) Number of bicyclists fatalities (FARS)**

**Is this a traffic records system performance measure?**

No

C-11) Number of bicyclists fatalities (FARS)-2019



Target Metric Type: Numeric
Target Value: 3.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To maintain the number of bicyclists on reservation involved in fatal crashes by 40% from 2015 FARS number of 5 to 3 in 2019.

Justification of Target: Target was determined by FARS data using a five year linear trend analysis from 2011-2015 which reflects a target of 3 for FY19.

#### **B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)**

**Is this a traffic records system performance measure?**

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 79.0
Target Period: 5 Year
Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

To increase safety belt usage rates in Indian Country from the FY 2017 “national” Indian Country rate of 76.8% to 79% by the end of FY2019.

Justification of Target: The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend analysis reflects an aggressive increase in

seat belt usage in Indian Country at 84% in FY2019. The seat belt usage rate in Indian Country increased by less than 1% in 2014 to 2015 and there was a 3% increase in 2016; therefore, a 3% increase of 79% was a realistic and achievable target for FY2019 based on prior year's data and same number of tribes awarded from the previous year.

#### **A-1 Number of seat belt citations issued (reported by tribes)**

**Is this a traffic records system performance measure?**

No

A-1 Number of seat belt citations issued-2019

Target Metric Type: Numeric

Target Value: 3,265.0

Target Period: Other

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**Justification of Target:** Targets and percentages were determined by the numbers of seat belt citations issued, by 27 grant funded tribes, in FY17 using five (5) year linear trend analysis from 2013-2017 reflects a 65% decrease in citations to be issued in FY 2019. Five year (5) year linear trend analysis which reflects a downward trend in seat belt citations issued therefore a target of 5% was a reasonable and achievable target.

#### **A-2 Number of impaired driving arrests (reported by tribes)**

**Is this a traffic records system performance measure?**

No

A-2 Number of Impaired Driving Arrests-2019

Target Metric Type: Numeric

Target Value: 4,897.0

Target Period: Other

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

**Justification of Target:** Targets and percentages were determined by the numbers of DUI/OWI arrests made, by twenty-seven (27) grant funded tribes, in FY17. Five year linear trend analysis from 2013-2017 reflects an actual increase in DUI/OWI arrests from the FY16 number of 4128 to 4664 in FY17. Five year linear trend reflects a decrease in DUI/OWI Arrest at 3913 in FY19. Five percent (5%) was selected as a reasonable and achievable target due to tribes conducting high visibility enforcement.

### **A-3 Number of speed citations issued (reported by tribes)**

**Is this a traffic records system performance measure?**

No

A-3 Number of speed citations issued-2019

Target Metric Type: Numeric

Target Value: 33,915.0

Target Period: Other

Target Start Year: 2015

**Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.**

Justification of target: Targets and percentages were determined by using five year linear trend analysis from 2013-2017 which reflects a 14% increase in speed citations to be issued in FY19.

**State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.**

Check the box if the statement is correct.

No

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

**A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Fiscal year	2017
Seat belt citations	2498

**A-2) Number of impaired driving arrests made during grant-funded enforcement activities**

Fiscal year	2017
Impaired driving arrests	4664

**A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Fiscal year	2017
Speeding citations	29327

## 5 Program areas

### Program Area Hierarchy

1. Impaired Driving (Alcohol)
  - High Visibility Enforcement
    - BAT Mobile
      - FAST Act NHTSA 402
  - Checkpoints
2. Police Traffic Services
  - Traffic Enforcement
    - Traffic Enforcement
      - FAST Act NHTSA 402
  - High Visibility Law Enforcement
    - High Visibility Saturation Patrol
      - FAST Act NHTSA 402
3. Occupant Protection (Adult and Child Passenger Safety)
  - Seat belt survey

- Seat Belt Survey
- Car seat distribution
  - FAST Act NHTSA 402
  - FAST Act NHTSA 402
- Child Restraint System Inspection Station(s)
  - Car seat distribution
    - FAST Act NHTSA 402
    - FAST Act NHTSA 402
- 4. Planning & Administration
  - (none)
    - planning and administration
      - FAST Act NHTSA 402

## 5.1 Program Area: Impaired Driving (Alcohol)

**Program area type** Impaired Driving (Alcohol)

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405 (b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

This grant is a financial assistance award to maintain four Blood Alcohol Testing Mobiles (BAT Mobiles) for usage by the tribes and Bureau of Indian Affairs law enforcement in enhancing their current traffic safety and enforcement efforts. A few planned activities include providing support for the continued operation of the (BAT) Mobiles purchased for Breath Alcohol Testing use in Indian Country which will result in decreased alcohol related motor vehicle crash injuries and fatalities

within the participating tribes. Support the tribes in BIA OJS Districts I (Aberdeen, South Dakota), III (Phoenix, Arizona), IV (Albuquerque, New Mexico) and V (Billings, Montana) by providing resources to utilize the BAT Mobiles. BAT Mobiles will be used to assist in reducing the number of fatalities in crashes involving a driver/motorcycle rider, on reservation, with a BAC of 0.08 and above. The four (4) BAT Mobiles will also be used at educational events, checkpoints and saturation patrols.

The 2011-2015 NHTSA FARS annual report shows alcohol-related fatalities have been increasing from 133 in FY14 to 168 in FY15 on reservations across America. Based on deaths per 100,000 population; the rate for Native Americans in 2013 was at 4.36. While the rate in the rest of the U.S. was 3.19. In the last five (5) years DUI impaired driving arrests, among grant funded tribes, have gone up and down over the years but have decreased from the FY13 number of 5145 to 4,664 in FY17. Impaired driving fatalities have remained a serious issue on Native American reservations.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	142.0
2019	A-2 Number of impaired driving arrests (reported by tribes)	Other	2019	4,897.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement
2019	Checkpoints

#### 5.1.1 Countermeasure Strategy: High Visibility Enforcement

Program area	Impaired Driving (Alcohol)
Countermeasure strategy	High Visibility Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No



**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

- Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.
- Percent of high impact evidence based projects as identified in CTW. HVE activities have high potential for near term impact.
- The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.
- The impact of CPS will be measured through car seat assessments provided by the tribes which have agreed to provide information such as the increased number of car seat clinics safety seat checkpoints and the increased number of distributions. The impact will be a decrease in the overall number of child injuries in the crash statistics in the future years due to current activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The 2011-2015 NHTSA FARS annual report shows alcohol-related fatalities have been increasing from 133 in FY14 to 168 in FY15 on reservations across America. Based on deaths per 100,000 population; the rate for Native Americans in 2013 was at 4.36. While the rate in the rest of the U.S. was 3.19. In the last five (5) years DUI impaired driving arrests among grant funded tribes have gone up and down over the years but have decreased from the FY13 number of 5145 to 4664 in FY17. Impaired driving fatalities have remained a serious issue on Native American reservations.

This grant is a financial assistance award to maintain four Blood Alcohol Testing Mobiles (BAT Mobiles) for usage by the tribes and Bureau of Indian Affairs law enforcement in enhancing their current traffic safety and enforcement efforts. A few planned activities include providing support for the continued operation of the (BAT) Mobiles purchased for Breath Alcohol Testing use in Indian Country which will result in decreased alcohol related motor vehicle crash injuries and fatalities within the participating tribes. Support the tribes in BIA OJS Districts I (Aberdeen, South Dakota), III (Phoenix, Arizona), IV (Albuquerque, New Mexico) and V (Billings, Montana) by providing resources to utilize the BAT Mobiles. BAT Mobiles will be used to assist in reducing the number of fatalities in crashes involving a driver/motorcycle rider, on reservation, with a BAC of 0.08 and above. The four (4) BAT Mobiles will also be used at educational events checkpoints and saturation patrols.

C-5 Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

A-2 To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2017 total of 4664 to 4897 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

In the last five (5) years DUI impaired driving arrests among grant funded tribes have gone up and down over the years but have decreased from the FY13 number of 5145 to 4664 in FY17. Impaired driving fatalities have remained a serious issue on Native American reservations. The BAT Mobiles are housed at BIA OJS facilities and used by the BIA OJS and tribes to conduct checkpoints. They are also used to provide educational presentations on traffic safety. The costs incurred by usage, maintenance, are proportionate to the need of maintaining 4 BAT Mobiles.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Impaired Driving	BAT Mobile	High Visibility Enforcement

#### 5.1.1.1 Planned Activity: BAT Mobile

Planned activity name	BAT Mobile
Planned activity number	Impaired Driving
Primary countermeasure strategy	High Visibility Enforcement

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

Yes

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level**

of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2) (iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Alcohol (FAST)	\$100,000.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 5.1.2 Countermeasure Strategy: Checkpoints

<b>Program area</b>	Impaired Driving (Alcohol)
<b>Countermeasure strategy</b>	Checkpoints

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21 (e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

## 5.2 Program Area: Police Traffic Services

Program area type Police Traffic Services

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

Yes

**Is this program area part of the State occupant protection program area plan for a 405 (b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full-time Highway Safety Officers and thirteen (13)



grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST, radar, and saturations patrol and checkpoint methods. Participate in three (3) mobilizations; two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2011-2015 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14, 359 in FY14, to 369 in FY16. The geographic locations of tribes being funded in FY19 (45 tribes in 21 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32,754 to an all-time high of 39,396 in FY16 to a decrease to 29,327 in FY17. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

## Performance measures

**Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.**

### Performance Measures in Program Area

	Performance Measure Name			
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Fiscal Year		Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	318.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	144.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	142.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	94.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	21.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	12.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	6.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	50.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Enforcement
2019	High Visibility Law Enforcement

### 5.2.1 Countermeasure Strategy: Traffic Enforcement

Program area	Police Traffic Services
Countermeasure strategy	Traffic Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven**

**programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

## ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

- Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.
- Percent of high impact evidence based projects as identified in CTW. HVE activities have high potential for near term impact.
- The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.
- The impact of CPS will be measured through car seat assessments provided by the tribes which have agreed to provide information such as the increased number of car seat clinics safety seat checkpoints and the increased number of distributions. The impact will be a decrease in the overall number of child injuries in the crash statistics in the future years due to current activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2011-2015 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14 to 369 in FY16. The geographic locations of tribes being funded in FY19 (45 tribes in 21 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32754 to an all-time high of 39 396 in FY16 to a decrease to 29327 in FY17. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

A-1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY17 number of 3110 to 3265 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-2 Core Measure: To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2017 total of 4664 to 4897 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

C-1 Core Measure: To reduce all fatalities on Indian Reservations by 13% from the 2015 FARS number of 369 to 318 by the end of FY2019.

C-4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2015 FARS number of 166 to 144 by the end of FY2019.

C-5 Core Measure: Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

C-6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations by 25% from the 2015 FARS number of 125 to 94 by the end of FY2019.

C-7 Core Measure: To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2015 FARS number of 22 to 21 by the end of FY2019.

C-8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities on reservations by 50% from 2015 FARS number of 6 to 12 by the end of 2019.

C-9 Core Measure: To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 40% from 2015 FARS number of 15 to 6 in 2019.

C-10 Core Measure: To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2015 FARS number of 58 to 50 in 2019.

C-11 Core Measure: To maintain the number of bicyclists on reservation involved in fatal crashes by 40% from 2015 FARS number of 5 to 3 in 2019.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The IHSP funds a variety of programs each year. The statistical data provided through FARS and the data submitted to the IHSP by the tribal grant submission supports the funding of programs relating to Police Traffic Services (PTS), Impaired Driving Courts, Impaired Driving Enforcement, Child Passenger Safety activities, Pedestrian and Bicycle safety programs. All funded activities are found in the NHTSA publication "Countermeasures That Work" as proven countermeasures. In addition, IHSP staff conducts ongoing evaluation of tribal activities performed during the grant year. This type of monitoring is utilized to determine if funded activities are presenting a positive outcome in effecting traffic safety issues on the reservation. All PTS grants are requested to participate in 3 mobilizations (2 National & 1 Indian State).

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Police Traffic Services	Traffic Enforcement	Traffic Enforcement

#### 5.2.1.1 Planned Activity: Traffic Enforcement

Planned activity name	Traffic Enforcement
Planned activity number	Police Traffic Services
Primary countermeasure strategy	Traffic Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No



**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2) (iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

Traffic enforcement and mobilization participation for tribal projects for FY19 to combat traffic fatalities, car crashes and other traffic issues on reservations.

**Enter intended subrecipients.**

Tribal Police Departments will manager highway safety grants

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Enforcement
2019	High Visibility Law Enforcement

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$16,609,771.00		\$0.00

## Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.2.2 Countermeasure Strategy: High Visibility Law Enforcement

Program area	Police Traffic Services
Countermeasure strategy	High Visibility Law Enforcement

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

Yes

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21 (e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

## Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

## ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

- Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.
- Percent of high impact evidence based projects as identified in CTW. HVE activities have high potential for near term impact.
- The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify

high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2011-2015 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14 359 in FY14 to 369 in FY16. The geographic locations of tribes being funded in FY19 (45 tribes in 21 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32754 to an all-time high of 39 396 in FY16 to a decrease to 29327 in FY17. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

A-1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY17 number of 3110 to 3265 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-2 Core Measure: To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2017 total of 4664 to 4897 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

C-1 Core Measure: To reduce all fatalities on Indian Reservations by 13% from the 2015 FARS number of 369 to 318 by the end of FY2019.

C-4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2015 FARS number of 166 to 144 by the end of FY2019.

C-5 Core Measure: Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

C-6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations by 25% from the 2015 FARS number of 125 to 94 by the end of FY2019.

C-7 Core Measure: To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2015 FARS number of 22 to 21 by the end of FY2019.

C-8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities on reservations by 50% from 2015 FARS number of 6 to 12 by the end of 2019.

C-9 Core Measure: To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 40% from 2015 FARS number of 15 to 6 in 2019. C-10 Core Measure: To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2015 FARS number of 58 to 50 in 2019.

C-11 Core Measure: To maintain the number of bicyclists on reservation involved in fatal crashes by 40% from 2015 FARS number of 5 to 3 in 2019.

## Evidence of effectiveness

### **Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The rationale for the selection of the IHSP countermeasure strategy and funding allocation is based on systematic and spot approaches due to the diversity of tribal lands population land base and road miles. Tribal programs submit the tribal individual statistical information and the countermeasures are subjective to the tribe and the needs are based on the individual tribal needs. The tribal projects work the mobilizations provide educational programs and HVE in order to get to the greatest amount of people in their communities for crash reduction and prevention. Additionally tribes can identify high crash areas and utilize a spot location approach for the countermeasure and address the focus on the need identified. The countermeasures and funding allocation is fact based and justification for the funding allocation is based on the tribal statistical information and traffic crash data provided.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Police Traffic Services	Traffic Enforcement	Traffic Enforcement
Police Traffic Serives	High Visibility Saturation Patrol	High Visibility Law Enforcement

#### 5.2.2.1 Planned Activity: High Visibility Saturation Patrol

Planned activity name	High Visibility Saturation Patrol
Planned activity number	Police Traffic Serives
Primary countermeasure strategy	High Visibility Law Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No



**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2) (iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods.

Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

This grant is a financial assistance award to assist the tribe in enhancing their traffic safety and enforcement efforts. The BIA IHSP plans to award twenty-one (21) PTS grants to fund full time Highway Safety Officers and thirteen (13) grants for overtime of officers for traffic safety enforcement. Tribes will also utilize tribal crash data to identify high DUI locations and increased impaired driving enforcements in those areas. Provide training for officers in SFST radar and saturations patrol and checkpoint methods. Participate in three (3) mobilizations two (2) national (Click it or Ticket, and Drive Sober or Get Pulled Over) and 1 (one) Indian Sate (Don't Shatter The dream) mobilizations. Conduct and participate in checkpoints and/or saturation patrols if tribal/state laws allow. Provide not less than two (2) educations presentations.

American Indian/Alaska Natives are killed in motor vehicle crashes on reservations at rates 2 to 3 times that of other ethnicities. The IHSP will award traffic safety grants to federally recognized tribes aimed at reducing death and injury caused by motor vehicle crashes. The IHSP will also award Child Protection Seat grants in FY19 to assist in reducing fatalities among infants and small children. FARS five year linear trend analysis from 2011-2015 FARS data shows motor vehicle crash fatalities on reservations are increasing in the last 3 years from 316 in FY14 to 369 in FY16. The geographic locations of tribes being funded in FY19 (45 tribes in 21 states) and the ability to obtain FARS reports of motor vehicle crash fatalities from each of the 9 states. Population, road miles, size of police force of each tribe and historical motor vehicle crash fatality numbers were taken into consideration for award. Grant funded tribes have reported a decrease in speed citations from the FY13 number of 32754 to an all-time high of 39 396 in FY16 to a decrease to 29327 in FY17. The decrease in speed citations issued could have been attributed to high visibility enforcement in prior years. Tribes still need the assistance of Police Traffic Services grants to combat the traffic safety issues within Indian Country.

A-1 Core Measure: To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY17 number of 3110 to 3265 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-2 Core Measure: To reduce the incidence of impaired driving by increasing DUI/DWI/OWI arrests by all funded traffic activity within the participating tribes by 5% from the FY2017 total of 4664 to 4897 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

C-1 Core Measure: To reduce all fatalities on Indian Reservations by 13% from the 2015 FARS number of 369 to 318 by the end of FY2019.

C-4 Core Measure: To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2015 FARs number of 166 to 144 by the end of FY2019.

C-5 Core Measure: Reduce crash fatalities on Indian Reservations involving drivers or motorcycle operators with a BAC of 0.08 or above by 15% from the FARS 2015 number of 168 to 142 by the end of FY2019.

C-6 Core Measure: To reduce the number of speed related fatalities on Indian Reservations by 25% from the 2015 FARS number of 125 to 94 by the end of FY2019.

C-7 Core Measure: To decrease the number of motorcyclist fatalities, on Indian Reservations, by 5% from the 2015 FARS number of 22 to 21 by the end of FY2019.

C-8 Core Measure: To reduce the number of un-helmeted motorcyclist fatalities on reservations by 50% from 2015 FARS number of 6 to 12 by the end of 2019.

C-9 Core Measure: To decrease the number of drivers 20 or younger on reservations involved in fatal crashes by 40% from 2015 FARS number of 15 to 6 in 2019.

C-10 Core Measure: To reduce the number of pedestrians involved in fatal crashes on reservations by 15% from 2015 FARS number of 58 to 50 in 2019.

C-11 Core Measure: To maintain the number of bicyclists on reservation involved in fatal crashes by 40% from 2015 FARS number of 5 to 3 in 2019.

### **Enter intended subrecipients.**

The BIA IHSP plans to award 21 full time officer PTS grants and 13 grants for overtime for traffic safety enforcements for federally recognized tribes.

## **Countermeasure strategies**

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	High Visibility Law Enforcement

#### Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$5,794,055.00		\$0.00

#### Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

#### 5.3 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

**Is this program area part of the State occupant protection program area plan for a 405 (b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

## Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

Occupant Protection: (Seat Belt Survey) - This grant is a financial assistance award to conduct seat belt usage survey on various reservations throughout Indian Country.

Planned activity for this grant is for the contractor is to observe seat belt use for passenger vehicles front seat outboard occupants for a select group of federally recognized tribes. The report will reflect trends on seat belt usage throughout Indian Country.

Occupant Protection (Tribal Grant Programs) - This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 21 Occupant Protection Grants (Child Protection Seat Grants) in FY19. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community

members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2718 in FY16 to 3110 in FY17.

## Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

### Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period (Performance Target)	Target End Year	Target Value (Performance Target)
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	144.0
2019	A-1 Number of seat belt citations issued (reported by tribes)	Other	2019	3,265.0

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

### Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Seat belt survey
2019	Child Restraint System Inspection Station(s)

### 5.3.1 Countermeasure Strategy: Seat belt survey

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Seat belt survey

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**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description



**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

#### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

- Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.
- Percent of high impact evidence based projects as identified in CTW. HVE activities have high potential for near term impact.
- The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.
- The impact of CPS will be measured through car seat assessments provided by the tribes which have agreed to provide information such as the increased number of car seat clinics safety seat checkpoints and the increased number of distributions. The impact will be a decrease in the overall number of child injuries in the crash statistics in the future years due to current activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

The survey, *Safety Belt Use Estimate for Native American Tribal Reservations*, was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year

linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2,718 in FY16 to 3,110 in FY17.

Occupant Protection: **(Seat Belt Survey)** - This grant is a financial assistance award to conduct seat belt usage survey on various reservations throughout Indian Country. Planned activity for this grant is for the contractor is to observe seat belt use for passenger vehicles front seat outboard occupants for a select group of federally recognized tribes. The report will reflect trends on seat belt usage throughout Indian Country.

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2718 in FY16 to 3110 in FY17.

A-3 Core Measure: To increase the number of speeding citations by 14% from the FY17 number of 29327 to 33915 by the end of FY19.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

Seat Belt Survey for Indian Country usage.

## Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

#### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Seat Belt Survey	Seat Belt Survey	Seat belt survey
Occupant Protection	Car seat distribution	

#### 5.3.1.1 Planned Activity: Seat Belt Survey

Planned activity name	Seat Belt Survey
Planned activity number	Seat Belt Survey
Primary countermeasure strategy	Seat belt survey

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Enter intended subrecipients.**

**Countermeasure strategies**

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Seat belt survey

## Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.1.2 Planned Activity: Car seat distribution

Planned activity name	Car seat distribution
Planned activity number	Occupant Protection
Primary countermeasure strategy	

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger

**safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2) (iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Enter intended subrecipients.**

### Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

#### Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Seat belt survey
2019	Child Restraint System Inspection Station(s)

### Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$125,000.00		\$0.00
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$100,000.00		\$0.00

### Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

### 5.3.2 Countermeasure Strategy: Child Restraint System Inspection Station(s)

<b>Program area</b>	Occupant Protection (Adult and Child Passenger Safety)
<b>Countermeasure strategy</b>	Child Restraint System Inspection Station(s)

**Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.**

Is this countermeasure strategy innovative?

No

**Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]**

No



**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]**

No

**Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

Countermeasure strategy description

**To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:**

**Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.**

#### ASSESSMENT OF TRAFFIC SAFETY IMPACT

The process for determining the potential impact of counter measure strategies/projects selected in each program area is based on an assessment of the following factors:

- Percent of motor vehicle fatalities covered by funded projects. In 2019, the IHSP plans to fund 27 police traffic services contracts. 2017 crash data provided by the 27 projects reveal all fatalities on their reservations totaled 177 which are 48% of the 369 reported in FARS 2015.
- Percent of high impact evidence based projects as identified in CTW. HVE activities have high potential for near term impact.
- The comprehensive nature of the strategies employed. The standard for impaired driving strategies lies within the Alcohol/Impaired and Drugged Driving section of the CTW. Each of these funded programs must utilize the elements of the strategies shown to be effective and submit reports on their activities concerning: Publicized Sobriety Checkpoints, Publicized Saturation Patrol Programs, Integrated Enforcement activities to include participation in DUI Task forces, community education programs, and in High Visibility Enforcement mobilizations.
- The impact of CPS will be measured through car seat assessments provided by the tribes which have agreed to provide information such as the increased number of car seat clinics safety seat checkpoints and the increased number of distributions. The impact will be a decrease in the overall number of child injuries in the crash statistics in the future years due to current activities.

**Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.**

#### **Occupant Protection:**

The survey, *Safety Belt Use Estimate for Native American Tribal Reservations*, was published in February 2006. The overall usage rate in Indian country was at 55.4%.

Indian State safety belt survey reported safety belt usage rates in Indian Country have

increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2,718 in FY16 to 3,110 in FY17.

**Occupant Protection (Tribal Grant Programs)** - This grant is a financial assistance award to assist the tribe in enhancing their current traffic safety and child safety seat efforts in occupant protection. The BIA IHSP plans to provide 21 Occupant Protection Grants (Child Protection Seat Grants) in FY19. Tribes will be awarded child safety seats for distribution, provide educational training and handouts to parents/guardians on the importance of proper car seats installation and keeping children properly restrained in a motor vehicle.

The survey Safety Belt Use Estimate for Native American Tribal Reservations was published in February 2006. The overall usage rate in Indian country was at 55.4%. Indian State safety belt survey reported safety belt usage rates in Indian Country have increased to from 69.60 % in FY13 to 76.80% in FY17. The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Five year linear trend suggests FARS numbers for all vehicle occupant restraint fatalities have decreased from the FY11 number of 185 to 166 in FY15. The decrease could be attributed to the coordination and collaboration with other federal and tribal agencies being utilized to educate school children of all ages as well as tribal community members on the importance of wearing safety belts. Seatbelt citations among IHSP grant funded tribes have increased from 2718 in FY16 to 3110 in FY17.

**A-1 Core Measure:** To increase the number of seat belt citations issued on Indian Reservations by 5% from the FY17 number of 3110 to 3265 by the end of FY2019. (Self-reported numbers by IHSP grant funded tribes)

**C-4 Core Measure:** To reduce the total number of un-restrained passenger vehicle occupant fatalities all seat positions by 13% from the 2015 FARs number of 166 to 144 by the end of FY2019.

## Evidence of effectiveness

**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

The safety belt usage rate for Indian Country is considerably lower than the other states in the Country. Coordination and collaboration with other federal and tribal agencies will be utilized to educate school children of all ages, as well as tribal community members, on the importance of wearing safety belts. Increasing the number of Tribes participating and reporting on the Click It or Ticket mobilization as well as enforcing safety belt laws on the reservations will increase awareness and utilization of safety belts among Tribes. Car Seats will be inspected by a certified Child Safety Seat Technician and car seats will be distributed to children from families in need. Technicians will teach parents/caregivers on the proper installation of car seats.

## Planned activities

**Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.**

### Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Occupant Protection	Car seat distribution	

### 5.3.2.1 Planned Activity: Car seat distribution

Planned activity name	Car seat distribution
Planned activity number	Occupant Protection
Primary countermeasure strategy	

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2) (iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]**

No

**Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under §**

**1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]**

No

**Enter description of the planned activity.**

**Enter intended subrecipients.**

Countermeasure strategies

**Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.**

**Countermeasure strategies in planned activities**

Fiscal Year	Countermeasure Strategy Name
2019	Seat belt survey
2019	Child Restraint System Inspection Station(s)

Funding sources

**Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.**

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Child Restraint (FAST)	\$125,000.00		\$0.00
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	\$100,000.00		\$0.00

Major purchases and dispositions

**Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost

No records found.

## 5.4 Program Area: Planning & Administration

**Program area type** Planning & Administration

**Will countermeasure strategies and planned activities be described in this plan to address the program area?**

No

**Is this program area part of the State occupant protection program area plan for a 405 (b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?**

No

### Problem identification

**Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.**

The Indian Highway Safety Program faces many challenges with a five percent budget for operating expense. With only 5% Program & Administration (P&A) personnel service manage, monitor and oversee the Indian Highway Safety Program include three positions funded by 402: Program Analyst (Coordinator), Program Analyst (Finance) and a Law Enforcement Assistant. Other costs include travel and training, office machines, office supplies, GHSA dues, education supplies and other appropriate administrative expenditures. Five percent makes it difficult to provide site visits for tribal grant program monitoring due to extensive travel to rural locations throughout the United States. Indian Country encompasses five-hundred sixty-six (566) federally recognized tribes located across the United States with a majority of the tribes located in rural areas. Five percent P&A creates challenges for the IHSP staff to grow the program and award and bring on more federally recognized grant programs due to limited staff. The IHSP staff consist of three (3) employees dedicated to managing the entire program who are paid out of P & A funds which makes hiring additional employees problematic.

In FY19 the BIA IHSP will award fifty-five (55) grants to federally recognized tribes across the United States.

IHSP staff also have to be selective in the type of training, and meetings they attend because locations are all outside of New Mexico. Staff training is necessary to maintain compliance and management of expending federal funds. Five percent program management budget limits the IHSP staff from offering more grant opportunities and services to the tribes and limits training, meeting attendance, along with hiring additional staff to help meet the mission and goals of the program.

Personnel planned activities will be to initiate highway safety related projects with not less than thirty-four (34) Police Traffic Services grants, and twenty-one (21) Occupant Protection (Child Protection Seat (CPS)) grants for forty-five (45) tribes by the end of FY2019. IHSP staff will initiate meetings and communications with non-granted tribes to evaluate for potential funding opportunities which would provide financial assistance to meet a Police Traffic Services, Occupant Protection, Impaired Driving Court and/or Youth Traffic Safety Education need in order to expand the program. They will contact state highway safety offices in order offer funding opportunities to their tribal communities which may be available. Maintain constant contact with participating tribes via on-site visits desk and telephone monitoring and audits. Staff will offer technical assistance and outreach to tribes not currently participating in program as requested. They will also conduct monthly monitoring of expenditures utilizing BIA's finance system and NHTSA's Grants Tracking System (GTS).

### Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Planning and Administration	planning and administration	

#### 5.4.1 Planned Activity: planning and administration

Planned activity name	planning and administration
Planned activity number	Planning and Administration



**Primary countermeasure strategy**

**Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]**

No

**Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]**

No

**Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2) (iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]**

No

**Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]**

No

**Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the**

level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

N/A

Enter intended subrecipients.

N/A

## Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Planning & Administration

## Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$594,813.00		\$0.00

## Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

## 6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

**Planned activities in the TSEP:**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Police Traffic Services	Traffic Enforcement	Traffic Enforcement
Police Traffic Serives	High Visibility Saturation Patrol	High Visibility Law Enforcement
Impaired Driving	BAT Mobile	High Visibility Enforcement

## Analysis

**Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.**

Major issues in Indian Country, impaired driving, occupant protection, and traffic records are similar to those experienced nationwide, but the severity of traffic safety problems vary greatly among tribes.

The lack of crash reporting is detrimental to the tribes as it affects the ability to accurately provide information on fatalities and severe injuries which may be occurring on their lands. Poor tribal crash reporting and Native American (NA) FARS data more than three years old makes it difficult to obtain data relevant to the current HSP planning process. When available FARS annual file data will be used in the analysis process however official target setting is based on the most current FARS data available on the State Traffic Safety Information (STSI). Data for some core measures is not available from national sources but are addressed in individual tribal projects as appropriate. Individual tribes provide activity data that is essential in setting reasonable performance measure targets. Therefore 2015 FARS data is used in the FY19 HSP.

The IHSP funds a variety of projects each year. These include Police Traffic Services (PTS), impaired driving enforcement and Child Protective Safety (CPS) activities. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures.

A review of 2013 Native American/Alaska Native fatalities by State shows Arizona, New Mexico, Oklahoma, Montana and South Dakota are the top 5 states with Native American/Alaska Native fatalities. In 2019, the IHSP plans to fund enforcement and occupant protection (child protection seat (CPS)) projects in each of the States: 1 PTS and 1 CPS in Arizona 1 PTS 0 CPS in Montana 3 PTS and CPS South Dakota 5 PTS and 1 CPS in New Mexico 1 PTS and 3 CPS Oklahoma. Montana is home to seven (7) federally recognized tribes with reservations. The state of Montana has a secondary seat belt law. Montana tribes did not request a CPS grant for FY19.

In 2019 the IHSP plans to fund thirty-four (34) police traffic services contracts. Crash data provided by these projects show in 2017 the involved reservations had a total of one-hundred seventy-seven (177) fatalities or 47.97% percent of the total of three-hundred sixty-nine (369) fatalities on reservations. In Indian County seat belt usage is below the national average and in FY17 seat belt usage decreased by 1% from the FY16 number of 77%. Thirty-four (34) tribes reported 57 unrestrained passenger vehicle occupant fatalities all seat positions in FY17. This is a 34% decrease from the FARS number of 166 reported in FY15. In FY15 Tribes also reported issuing 4089 seat belt citations.

**Enter explanation of the deployment of resources based on the analysis performed.**

Prospective tribal applicants are required to submit their application for funding to the Indian Highway Safety Program office no later than May 1 of each year. The tribes are required to include traffic crash data to support the problem(s) they plan to address, as well as provide supportive data that includes previous years arrest records, citation records, and conviction rates.

All applications are scored by a review team. PTS applications were eligible for scores up to 100 based on the following: General Information - 10 points Data (Problem Identification) - 45 points Targets Performance Measures & Strategies - 35 points Budget - 10 points.

After all scores are totaled and averaged, projects were selected for funding based on their ranking. The IHSP Director reserves the right to fund, modify, or not fund grant applications, regardless of scores. The projects selected must provide sufficient traffic records data to identify a traffic safety problem and activities to address the problem.

23 C.F.R. Section 402 establishes only 402 funds are available for the BIA IHSP. Each year the IHSP evaluates the obligations and status of carryforward funds to determine the available funding for obligation to the tribes. No matching funds are required for the IHSP or the tribes. During the coordination process with other federal agencies involved in traffic safety other federal fund sources that contribute to accomplishment of the IHSP HSP projects performance targets are identified.

NHTSA Region 6 coordinates with the various NHTSA regional offices to identify if other State highway safety funds will contribute to performance measure targets of IHSP participating tribes. This coordination takes place after the HSP approval processes concludes, however when identified a revision to the HSP will identify additional fund sources within the project description.

**Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).**

1. Evidence-based Countermeasures. The IHSP funds a variety of projects each year. These include Police Traffic Services (PTS), impaired driving enforcement and Child Protective Safety (CPS) activities. All funded activities are found in the NHTSA publication “Countermeasures That Work” as proven countermeasures. In addition, IHSP staff conducts ongoing evaluation of tribal activities performed during the grant year. This monitoring is utilized to determine if funded activities are showing a positive result in effecting traffic safety issues on the reservation.

## 7 High Visibility Enforcement

### High-visibility enforcement (HVE) strategies

#### Planned HVE strategies to support national mobilizations:

**\*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Traffic Enforcement
Sustained Enforcement

Law Enforcement Training
High Visibility Saturation Patrols
High Visibility Patrols
High Visibility Law Enforcement
High Visibility Enforcement
Checkpoints

## HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

### HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
Police Traffic Services	Traffic Enforcement	Traffic Enforcement
Police Traffic Serives	High Visibility Saturation Patrol	High Visibility Law Enforcement
Impaired Driving	BAT Mobile	High Visibility Enforcement

## 8 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
<b>Certifications and Assurances.pdf</b>
<b>FY19 HSP Certifications and Assurances 07-05-18 signed.pdf</b>
<b>SECRETARY OF INTERIOR - Highway Safety Plan - FY 2019 - Submitted.pdf</b>